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Guide TO THE Central Park



New York
A. O. Moore & Co.
140 Fulton St.

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Ex Libris

SEYMOUR DURST

A GUIDE
TO THE
CENTRAL PARK.

WITH A
Map of the Proposed Improvements.

BY AN OFFICER OF THE PARK.

NEW YORK:
A. O. MOORE AND COMPANY,
140 FULTON STREET.
1859.

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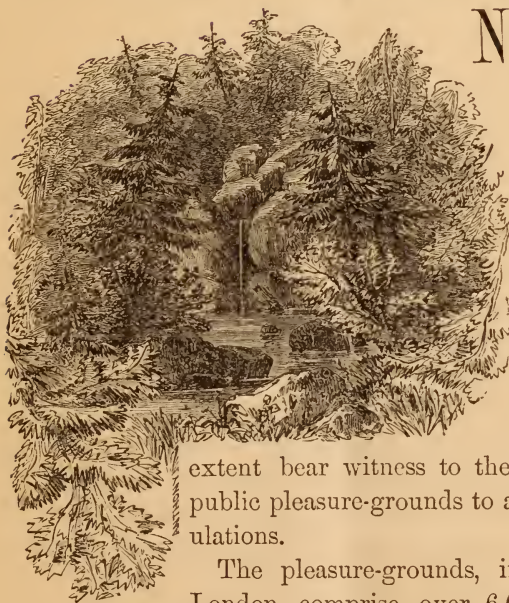
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Guide to the Central Park.

(BY ONE OF ITS OFFICERS.)



N EARLY all of the more important towns of Europe have places set apart for the amusement and healthful exercise of their people. Their number and

extent bear witness to the necessity of public pleasure-grounds to all dense populations.

The pleasure-grounds, in and about London, comprise over 6,000 acres, including St. James' Park, Green Park, Hyde Park and Kensington Gardens, lying contiguous, and containing together $764\frac{5}{16}$ acres. In the last two of these is the *Serpentine*, 50 acres of water, in which 12,000 persons sometimes bathe on Sunday mornings.

Among the other great parks of Europe may be men-

tioned the Phoenix Park, in Dublin, containing 2,000 acres; Birkenhead Park, near Liverpool, of about 500 acres; the Gardens at Versailles, about 3,000 acres in extent, and the Bois de Boulogne, containing 2,158 acres, near Paris. The Thirrrgarten in Berlin contains over 200 acres; the Prater in Vienna about 1,500 acres; the English Garden in Munich about 500 acres. Madrid, Havana, and Mexico, have each their large public promenades.

MOVEMENT FOR A PARK IN NEW YORK.

New York, in its haste to "build up" Manhâttan Island, had well nigh forgotten this necessity, until, in 1851, public attention was attracted to it by the influence of Mr. A. J. Downing, and the well-timed recommendation of Mayor Kingsland. The reference of this recommendation to a committee of Aldermen, their favorable report thereon, the concurrence of the other branch of the Common Council, the application to the Legislature, and its passage of the "Jones' Wood Park Bill,"*—all within less than one hundred days—afford evidence of the earnestness with which the subject was prosecuted.

The superior advantages of a more central situation for a park being obvious, authority was given by the Legisla-

* This act authorized the purchase by the city for a public park, of the tract bounded by the Third avenue, Seventy-fifth street, the East river and Sixty-sixth street, embracing about 150 acres of beautiful woodland, but lying remote from the centre of the island, not easily accessible to a majority of the people, and possessing inherent disadvantages—such as the tall and slender growth of its trees, which, though beautiful in a mass, would neither look well nor be strong enough to withstand severe storms if thinned out or "cleared," as they would need to be in a park. This law, however, in consequence of technical errors, was never carried into effect.

ture* for the taking of the lands of the Central Park; and in February, 1856, it came into the possession of the city.†

DESCRIPTION OF THE GROUND.

The tract taken comprises $773\frac{1}{10}$ acres, including about 142 acres belonging to the Croton Aqueduct Department, and it contains, besides streets and avenues, about 8,000 lots (25 x 100). Its cost was \$5,444,369 90, of which sum \$1,657,590 was assessed on adjoining property, leaving \$3,786,779 to be paid by the city, the money being borrowed on five per cent. stock, payable in 1898. This is believed to have been the largest sum ever expended in the purchase of land for a public park. The park, as its name implies, lies in the geographical centre of New York Island, being about five miles from the Battery and from King's Bridge, and about three-quarters of a mile from the East river and from the North river. It is about two and a half miles long, and half a mile wide, being long and narrow in form, as compared with other parks of equal size, and affording, consequently, less opportunity for producing breadth of effect in its treatment. This difficulty is increased by the broken and complicated character of its surface, which caused the site at first to appear exceedingly unpromising, being little more than a succession of

* July 21st, 1853.—The friends of Jones' Wood Bill, on the same day, secured *its* passage, and the city had authority for the purchase of two parks, until the following spring, when the Jones' Wood Act was repealed.

† On the 17th of November, 1853, the Supreme Court appointed William Kent, Michael Ulshoeffter, Luther Bradish, Warren Brady, and Jeremiah Towle, Commissioners of Estimate and Assessment, with reference to the lands to be taken. Their award was made July 2d, 1855, and confirmed by the court on the 5th of February, 1856.

rocky hills and marshy plains, much of it covered with a tangled growth of vines and bushes, loose stones of all sizes, broken-down stone walls, and rubbish of all sorts; while much of the cleared space had been occupied by squatters, until it reeked with accumulated filth and nastiness.

The capabilities of the ground, as thus disguised, were not clearly apparent, but every month's work developes them more and more fully. It is true that rock abounds in nearly every part of the park, and that its trees are few and far between, but in both of these apparent disadvantages there is a decided benefit. More labor will be required for its construction, and more time for the development of its beauties, than would have been necessary on more even woodland, but the superabundant rock is not too much for the best construction of the roads and walks, and the lines of roadway can be so laid as to give the best ultimate effect without the deviations which the preservation of numerous fine trees would have rendered necessary. The New York of the next century will have occasion to rejoice over that which now seems an objection to the site of the Central Park.

The surface of the park is broken by upheavals of primary rock (Gneiss), and its soil is composed chiefly of diluvial deposits, in which are many boulders (mainly trap-rock), and of the debris of the Gneiss rock. Its lowest point, about One Hundred and Sixth street and Fifth avenue, is only nine feet above tide, and its highest, at Seventy-ninth street, near Seventh avenue, is 135 feet above tide.

The park site was watered by numerous springs within its limits, and by a few small streams which take their rise

west of the park, and traverse it in their course to the East river. Much of this water formerly remained stagnant on the surface of the soil, and rendered the neighborhood of the park insalubrious.

The extreme northern portion of the park is at once the most bold and romantic, and is, from its historical associations, the most interesting. The deep valley by which it is divided is "McGowan's Pass," of Revolutionary memory; the road which now passes in front of the Catholic school is "the old Boston road," the oldest road leading from the city, on the east side of the island; and, mainly outside of the park, are still to be seen the remains of the north line of fortifications of the war of 1812.

The powder-house, at One Hundred and Ninth street, near Seventh avenue, is rebuilt from the ruin of an old redoubt. The land, just beyond the park line (between One Hundred and Sixth, and One Hundred and Tenth streets), is rich in historical reminiscences, and should for this reason, if for no other, be added to the park. A moment's observation will show that One Hundred and Tenth street is the natural termination of the park, as the large hill west of McGowan's pass here descends to the level of the Harlem plain, while at One Hundred and Sixth street it is 122 feet above it. If the present boundary be maintained, this hill will terminate in a precipice of 30 feet between Seventh and Eighth avenues, while McGowan's pass will be shut in by a street-embankment, 40 feet high. The proposed extension to One Hundred and Tenth street, which is on the level of Harlem Plain, will add to the area of the park $69\frac{3}{10}\frac{4}{10}$ acres, most of which would not be worth the cost of grad-

ing for building purposes, and which is absolutely necessary to the park. There is every probability that the addition of this tract will be authorized by the Legislature at its present session.* The total area of the park will then be $843\frac{1}{10}\frac{4}{10}$ acres.

EARLY OPERATIONS.

Under the direction of commissioners appointed by the city government,† preliminary surveys of the park were made, under the superintendence of Mr. Viele, formerly an officer in the army; and the commissioners adopted, for the laying out of the park, a plan presented by this gentleman; but, there being no appropriations for the purpose, its execution was not undertaken.

On the 17th of April, 1857, the Legislature passed "an Act for the Regulation and Government of the Central Park in the City of New York," which placed the entire control of the park and its improvement in the hands of a Board of Commissioners, eleven in number,‡ who were to hold office for five years, and to whom was given power to expend a sum of money, the annual interest of which should not exceed \$100,000;—this, at six per cent., would be \$1,666,666,66;—the amount to be raised

* Since the above was put in type, the Legislature has authorized the proposed extension.

† This commission consisted of Hon. Fernando Wood, Mayor, and Mr. Joseph Taylor, Street Commissioner; and they were to have been assisted in their labors by the following gentlemen, whom they invited to act as an advisory committee: Washington Irving, George Bancroft, James E. Cooley, C. F. Briggs, James Phelan, Charles A. Dana, and Stewart Brown.

‡ The Commissioners named in the law were R. J. Dillon, James E. Cooley, Charles H. Russell, John F. Butterworth, John A. C. Gray, Waldo Hutchins, Thomas C. Fields, Andrew H. Green, Charles W. Elliott, William K. Strong, and James Hogg.

by the issue, by the Common Council, of stock having thirty years to run.*

THE PRESENT IMPROVEMENT.

By order of the Board of Commissioners, the work of removing obstructions and surface water from the park was commenced in August, 1857, and on the 25th of the same month they passed a resolution, offering, for general competition, premiums for the best four designs for its improvement. On the first day of April, 1858, there were presented about thirty designs, which were in conformity with the specifications; and on the 28th day of April the commissioners made their awards.†

The design of Messrs. Olmsted and Vaux was adopted as the basis of operations, and authority was given to make such modifications as the progress of the work might suggest. The introduction of a bridle-road is the only important change which has been made, and the plan appended to this report is essentially the same as that to which the award was given.

The execution of the plan may be said to have fairly begun about June 1st, 1858; since which time there have been almost constantly employed, during favorable weather, about 2,500 men and 400 horses, besides a large force of engineers, foremen, &c. The total number of persons employed in all capacities has been about 3,000

* Thus far there have been made four issues of stock, amounting to \$900,000.

† 1st Premium, (\$2,000,) to the design presented by Fred. Law Olmsted and Calvert Vaux.

2d Premium, (\$1,000,) to the design presented by Samuel I. Gustin.

3d Premium, (\$750,) to the design presented by Michael Miller and L. H. McIntosh.

4th Premium, (\$500,) to the design presented by Howard Daniels.

The total amount of money expended by the present commission up to January 1st, 1859, is \$585,369,27. At the rate at which the work has progressed during the past year, the park would probably be completed—except in the items of final ornamentation—as soon as the autumn of 1860. The roads and walks of that portion of the park lying between Fifty-ninth and Eighty-sixth streets will probably be completed and thrown open to the public during the current year.

DESCRIPTION OF THE DESIGN.

In making the design for the improvement of the park, its authors seem to have had in view the following objects:

To so provide for the recreative wants of the whole people, that each class might, as far as possible, suit its own particular taste in the matter, without interference from those of different tastes;—

To afford, in the arrangement of the park, the most pleasing possible contrast with the confinement and angularity of the city;—and

To provide for the transaction of business between the inhabitants of the opposite sides of the city (separated by the park), in such a manner as not to inconvenience those using the park for pleasure and recreation.

In the attainment of these objects, their design is peculiarly fortunate. The park will be used by persons in carriages, on horseback, and on foot. Comfort and personal safety demand that those adopting each means of locomotion, shall be enabled to proceed without coming in immediate contact with the others; while the gratification of a natural pride, as well as of ordinary curiosity, suggests that they should frequently be brought suf-

ficiently near to each other for mutual observation and criticism, and occasionally for conversation.

By reference to the plan it will be seen that the Drive (D), the Bridle-road (B), and the Walks (W), are separate and distinct from each other (crossing, where it is necessary to cross, by means of bridges on different levels), while they frequently run so near together as to bring their occupants within close observation of each other. All of these routes, laid out on easy grades, are beautifully located with reference to the surrounding landscape, and are carefully adapted to their respective purposes.

By an examination of the plan in connection with the site of the park, it will be seen that not only are its graceful lines in contrast with the formal arrangement of the city streets, but that they are so located as to afford, as much as possible, rich and varied views within the park, while they are secluded by variations of the surface, or by plantations, from everything beyond it. The park is intended to contain, within itself, every attainable element of rural or ruo-artistical beauty,—broad lawns, and ornamental water; plain, and hillside; trees, and shrubbery; terraces, and fountains; and, in short, every thing that a liberal expenditure can compass, to place the attractions of the most luxurious country-seat within the reach of all classes of our population.

The provision for business travel through the park (from one side of the city to the other) is by means of thoroughfares passing under the pleasure roads, and, in one instance, tunnelled for a short distance through a rocky hill. The visitor to the park will observe that these roads (marked T. R. on the plan), while they are nearly straight, affording direct communication between

the Fifth and Eighth avenues, are neither 'ditches,' nor 'canals,' as they have occasionally been termed by those with whom they have not found favor. In no case are they below the grade of the park throughout their entire length. Much of the park lies below their level, and there will be no obstacle to their perfect drainage. They are so arranged as not to obstruct the views across the park, and not to cause its visitors the annoyance of encountering business traffic in their pleasure walks or rides. The park, at night, will necessarily be closed; but these thoroughfares, having no direct communication with it, can remain constantly open.

DETAILS OF THE PLAN.—THE MALL.

The chief feature of the park,—its Hall of reunion, so to speak,—is a Mall, or broad walk (marked M. in the plan), two hundred and eight feet wide, and one-fourth of a mile in length; to be planted with four rows of American elms, and to be covered with closely kept grass, except for a width of thirty feet between the two inner rows of trees, where there is to be formed a gravel walk, intended for more direct promenading, though visitors will be allowed to stroll on the grass at their pleasure. With the requisite facilities for lounging, this will be one of the most popular features of the park. It will be approached, at its southern extremity, through an ornamented space, or vestibule; and it is to terminate, at its northern end, in a *water terrace* (T), which, with its fountain, will be ornamented with sculpture and mosaic pavement. This terrace adjoins the principal lake, and is but little above it. The view through the central aisle of the mall will terminate at the point (K) now oc-

cupied by the bell-tower, where there will be erected a small tower of rude masonry.

THE DRIVES.

The main entrance to the park, at Fifth avenue and Fifty-ninth street, is set back a sufficient distance from the corner to allow it to be seen to advantage, and to form an ante-park large enough for the accommodation of standing vehicles.

There will also be entrances to the carriage road at Seventh avenue and Fifty-ninth street, and at Eighth avenue near Sixty-second street; the main entrance being that at Fifth avenue and Fifty-ninth street, from which point the road leads, by a nearly direct course, to the mall. Here it divides, and, branching off to the right and to the left, continues on toward the northern end of the park—as will be seen by reference to the plan (D). It is intersected, in both of its branches, by a carriage road, which connects the Fifth and the Eighth avenues at Seventy-second street, passing across the terrace end of the mall. This intersecting road completes a circuit about the mall, more than three-fourths of a mile in length. The carriage road from Seventh avenue and Eighth avenue, near Sixty-second street, skirts or passes in rear of the playground (P. G.) and the parade. The drive will, at certain points, afford views of the water in the Croton reservoirs; and through the upper park (north of the reservoirs) it follows easy and graceful curves, developing, exceedingly well, the fine views of this portion of the park. It is to communicate with the Sixth and Seventh avenues. It also connects with the Fifth avenue, and with the Eighth avenue, near One Hundred and Second street. The drive is to

be mainly forty-five feet wide, and covered with gravel or broken stone.

THE BRIDLE-ROAD.

The bridle-road (marked B. in the plan) commences at Fifth avenue and Fifty-ninth street, and continues near the Fifth avenue line to Sixty-third street, where it passes under an archway of the drive; thence westward, passing under the branch drive from Seventh avenue, skirting the playground, passing again under the carriage road near the line of Sixty-fourth street, and thence proceeding northward between the drive and the Eighth avenue, until, at about One Hundredth street, it again passes under it, and follows McGowan's pass to the north end of the park, debouching at the Seventh avenue. Accessory to the bridle-road, it is proposed to lay out an equestrian road forty feet wide, about two miles long, and nearly level, around the outside of the embankment of the new reservoir, and a little below the walk which will be formed on its top. This would have been ere now commenced, had not the Croton Board refused the necessary authority. The grounds for this refusal are not made public. On account of the uncertainty in this matter, the plan for this portion of the park is not fully determined on. The bridle-road, in no instance, crosses the drive, nor is it crossed by a foot-path, on the same level; and it is to be preserved for the exclusive use of persons on horseback. Equestrians may, however, enter the carriage road at pleasure.

THE WALKS.

The walks (marked W. in the plan) are so varied in extent and direction, that it would be impossible to minutely describe them in this work. By reference to the

plan it will be seen that they are to conduct the pedestrian to every point of interest in the whole park, and that they will afford the largest opportunity for examining its features, and of observing its visitors. The walks vary in width, from eight feet to thirty feet. They will all be thoroughly drained, and well gravelled. In nearly every case they cross the roads under arches or over bridges, and their occupants will thus be protected against accident from collision with carriages and horses.

TRANSVERSE ROADS.

There are to be four transverse roads (T. R.), for the accommodation of business travel across the park. These are to run nearly straight, from side to side, commencing on the Fifth avenue side at Sixty-fifth, Seventy-ninth, Eighty-sixth and (about) Ninety-seventh streets. The first two of these are now under construction, and will probably be completed by the spring of 1860.

The total length of the roads and walks will be about as follows :

Carriage roads,	-	-	-	-	-	-	8½ miles.
Bridle roads,	-	-	-	-	-	-	5 "
Walks, somewhat over	-	-	-	-	-	-	20 "
Transverse Roads	-	-	-	-	-	-	4 "

THE LAKES.

It is in contemplation to make three lakes or ponds on the park. These are represented in the plan as complete, though they may be somewhat altered in execution. One of these is near the entrance at Fifth avenue and Fifty-ninth street, and will be, from its bold shores, particularly pleasing. The second, at about Seventy-fourth street—extending nearly across the park, and comprising, with its adjuncts, about 20 acres of water—

will be finished, nearly as represented. It is this pond which has been used for skating during the past winter. Its shore-line is worthy of especial attention, as affording a great variety of pleasant views. The third pond, in McGowan's pass, near the north end of the park, is subject to modification.

OPEN SPACES AND PLANTING.

Of open spaces, there are four, of considerable extent. Three of these (marked P. G.), of which one is opposite the Seventh avenue entrance, and the others north of the reservoirs, are to be used as play-grounds; that opposite Seventh avenue is 14 acres in extent, and is proposed to be used, chiefly, for match-games, between ball and cricket clubs. It is now graded. The fourth space, lying west of the mall, is to be used for large military parades, and will, when not so occupied, answer the purposes of a fine lawn.

The north-eastern corner of the park, between the drive and the Fifth avenue, is proposed to be laid out as an arboretum (A.) of American trees. Near the Fifth avenue, at Seventy-fourth street, there is to be a flower-garden in the symmetrical style, with a wall fountain. It is contemplated, though not decided, to erect a Music Hall on the hill, east of the mall, at about Seventieth street.

The old State Arsenal, at Fifth avenue and Sixty-fourth street, is to be remodelled and devoted to some appropriate use—as for a gymnasium, or museum.

The planting of the park is not fully decided upon in its details, nor would it be possible, within the limits of this sketch, to discuss even its general features. The

location of the groups will be nearly the same as is laid down in the plan.



With reference to the time at which the various parts of the park will be completed, nothing definite can be said, in view of the vicissitudes of governmental action. Every portion of the work is being diligently advanced, and it is hoped, that within two years, the engineers and workmen can take their departure, and leave the final completion to nature.

Ordinances, Regulations, etc. Officers and Keepers.

The following ordinances, regulations, etc., contain directions to visitors and to those employed on the work :

By Ordinance of the Commissioners, all persons are forbidden to enter or leave the park, except by the gate-ways;* to climb or walk upon the wall; to turn cattle, horses, goats or swine into the park; to carry fire-arms, or to throw stones or other missiles within it; to cut, break, or in any

* The stiles or steps over the walls are included in the term "gateways" in the above ordinances.

way injure or deface the trees, shrubs, plants, turf, or any of the buildings, fences, bridges, or other constructions upon the park; or to converse with, or in any way hinder those engaged in its construction.

"All persons offending against these ordinances, shall be deemed guilty of misdemeanor, and be punished, on conviction before the Mayor, Recorder, or any Magistrate of the City of New York, by a fine not exceeding Fifty Dollars; and in default of payment, by imprisonment not exceeding thirty days."—*Act of Legislature.*

The Board of Commissioners of the Central Park will not be responsible for any damage suffered by any one, in person or property, within the park, by reason of blasting, or other operations or means of construction, of the park.

SPECIAL RULES FOR BLASTING.

"At least **FOUR FLAGS** must be displayed before any blast is fired; the flag-men to be so stationed, that each can see the one next him, on each side, and all the ground between them and between himself and the pit. The Foreman must see that the flag-men are placed in this manner, using his judgment as to the distance at which they need to be stationed from the pit, which, however, should in no case be less than five hundred feet. After seeing that each is at his proper station, the Foreman will stand near the pit and observe for himself if the ground is clear in every direction, and then inquire of the flag-men—"all clear?" The flag-men must answer, each—"all clear, sir!" and the Foreman, having heard this answer distinctly from each, will give the order to fire.

"After the blast the Foreman will return to the pit and see that all is safe; and if so, will give the word—"all over!" which will be repeated by each of the flag-men, who will then, and not till then, douse their flags and leave their stations.

"Foremen are required, as their most imperative duty, to report every case which may come to their knowledge, in which these rules, or their own orders in regard to blasting, are disregarded, or of any neglect of proper care by their assistants, flag-men, blasters, or others; and especially to secure the names of any men employed on the park who may refuse to regard the warnings of the flag-men. The police will spare no pains to take such into custody, and no man thus convicted of fool-hardiness will be allowed to remain on the park. All persons at any time on the park, *including strangers*, are requested to report verbally or by writing, to the office, or to any police officer, any disregard of the above rules, or any want of proper precaution in blasting, which they may chance to observe on the park.

FRED. LAW OLMSTED, *Architect-in-Chief.*"

CAUTION.

"*Visitors and Workmen, take Notice!*—Except as shall be required by those employed upon the work, in the execution of their orders, it is positively forbidden to *any one, for any motive*, to pick any fruit, flowers, leaves, nuts or berries, or to remove any sticks; roots, stones, stakes, or broken stakes or boards, shavings, or *any rubbish or supposed trifles* of any kind whatever; to throw stones, or to cut, mark, or in any way deface,

mutilate or soil any construction, tree, bush, rock or stone, upon the Central Park.

"Many persons have been heavily fined and imprisoned for disregarding the above prohibitions.

"Police officers and police foremen are instructed to use the utmost vigilance for the detection and apprehension of offenders, without regard to age, sex or condition.

"If the Park is ever to meet the requirements of the public, it must from the outset be preserved from the careless and the ignorant, as well as the mischievous and malicious; and all good citizens are requested to give their countenance, influence and assistance to a rigid enforcement of the ordinances of the Commission for this purpose.

FRED. LAW OLMSTED, *Architect-in-Chief.*"

"The Police officers of the park report in writing, four times a day, any violation of the ordinances or of the rules, and any want of punctuality or dereliction from duty on the part of any one whomsoever, which they may observe within the park.

"No one employed on the park will at any time address a police officer on duty, except for the purpose of giving him information, or otherwise assisting him in his duty. Every one is required to give assistance, bravely and zealously, when called upon to do so by a police officer. Any threat, sneer or other form of disrespect or discouragement in his duty addressed to a police officer, will be followed by the immediate dismissal, and if of aggravated character, by the arrest and legal prosecution, of the offender. Foremen will always suspend any one or all of their men when required to do so by a police officer, stating the circumstances in their next daily report.

"All foremen holding police warrants will, whenever on the park, consider themselves on police duty, as auxiliary and subordinate to the regular police of the park.

FRED. LAW OLMSTED, *Architect-in-Chief.*"

TO THE FOREMEN OF THE PARK.

"Rumors have frequently been circulated of foremen on the park imposing upon the ignorance of their men to collect money, or obtain services for other purposes than the park work. To leave no ground hereafter for such reports, and to make sure, as far as possible, that each man understands his rights and the limits of his obligations to the park; it is ordered that foremen read the accompanying notice to their gangs, or get their general foremen, or some other officer, to do so, at least as often as once a month.

FRED. LAW OLMSTED, *Architect-in-Chief.*

CENTRAL PARK.—NOTICE TO MEN EMPLOYED.

"Every man should distinctly understand that he is employed solely to work on the park for his regular wages, and for no other consideration whatever. Nothing but his labor, compliance with the rules of the park, and a civil behavior to all engaged on it, can be required of him.

"No one has a right to receive a payment, in any form, for having procured any man's employment, or for retaining any man on the work. If

any such payments are made, or any presents or treats are offered, which can be considered as payments or bribes for such favors or services, they will be deemed proper ground for the discharge of the person offering them.

"It is entirely contrary to the intention of employing men on the park, that any influence of any sort should be brought to bear upon their political opinions or actions. Officers and foremen on the park will, therefore, abstain from talking with the men upon political topics, and are distinctly forbidden to solicit their votes for any person or measure, on any pretence whatever. Men are requested to inform the Architect-in-Chief if they are ever told that it is their duty to vote one way or another because they are employed on the park, or that it is necessary for them to vote one way or another in order to be kept at work on the park.

"Men who consider themselves to have been improperly reported, unjustly treated, or otherwise aggrieved by the action of their foremen, or of the Architect-in-Chief, or any officer of the park, or who wish to make a complaint against any one, or to answer any complaint made against themselves, will call at the office of the Architect-in-Chief, between twelve and two o'clock each day.

FRED. LAW OLMSTED, *Architect-in-Chief.*"

The park-keepers, thirty-six in number, are especially instructed to answer the inquiries of visitors, and to afford them every practicable assistance; but they are not allowed to converse with them, except for this purpose.

In addition to the keepers, who are special policemen, about fifty officers, engineers, and foremen of the park, also hold warrants as special policemen, and are at all times on duty as an auxiliary force.

The officers in charge of the construction of the park, are as follows:

FRED. LAW OLMSTED, *Architect-in-Chief.*

CALVERT VAUX, *Consulting Architect.*

WM. H. GRANT, *Superintending Engineer.*

GEO. E. WARING, JR., *Agricultural Engineer.*

M. A. KELLOGG, *1st Asst. to Supt. Engineer.*

J. HENRY PIEPER, 2nd " " "

There are employed in addition to the above about forty Engineers, Draughtsmen, Rodmen, and Laborers, attached to the Engineer corps.

The head-quarters of the Officers and of the Keepers

are on the Fifth avenue, opposite Seventy-ninth street, where strangers may always apply for information concerning the park.

HOW TO SEE THE PARK—CITY CARS.

The park may be reached by the Third, Sixth, and Eighth avenue railroads. The Third avenue cars run from the Astor House, *via* the Bowery and Third avenue, to Ninety-second street. It is intended to continue this line to Harlem—One Hundred and Thirtieth street—by the middle of July; at present the continuation from Ninety-second street to Harlem is by stages. This line runs parallel to the park, two blocks distant, for its entire length, and affords the best accommodations for visiting those parts which are now most interesting. Passengers may leave the cars at the depot (Sixty-fifth street), and walk across Hamilton square and a partially open street, to the Fifth avenue, entering the park at the Arsenal gate or at Sixty-seventh street, the route across being tolerable in dry weather; at Seventy-first street, which is open to a very favorable point of entrance; at Seventy-ninth street, on the upper side of which there is a good sidewalk, to the Superintendents' offices; at Eighty-sixth street, which is flagged to the park, crossing it between the reservoirs; or at One Hundred and Ninth street, which is open to the park near its northern boundary. These cars run every two and a half minutes, each alternate car (marked, over the front, "Yorkville direct,") running through to Ninety-second street, and the others only to Sixty-fifth street. The stages leave for Harlem every eight minutes. The fare to Sixty-fifth street is five cents to any point between there and Ninety-second

street, six cents; and to any point above Ninety-second street, ten cents. The time from the Astor House to Sixty-fifth street is forty-eight minutes; to Seventy-ninth street, fifty-four minutes; and to Ninety-second street, sixty minutes. From Canal street it is eleven minutes less than from the Astor House, and from Fourteenth street, twenty-five minutes less.

The Sixth avenue cars run from the Astor House, and from Broadway and Canal street, *via* Varick street, etc., and the Sixth avenue, to Fifty-ninth street, the lower boundary of the park. After leaving the cars, turn to the left, and enter at the first or second stile. The first leads to a high mass of rock, whence may be had a good view of that part of the park; and the second, by the easiest route to the drive.

The Eighth avenue cars start from the same points as the Sixth, and pass, *via* Hudson street, etc., to the Eighth avenue, on which they run to Forty-ninth street, whence passengers may walk, a half mile, to the park, or until they meet, at Fifty-first street, (which they may, or may not,) a small car, that runs to and from Fifty-ninth street. From the terminus of this line, one may turn to the right, and enter at the Seventh avenue gate, or continue up the Eighth avenue to the Sixty-second street gate. The fare on both of these roads is five cents, for any distance, and the cars run at frequent intervals.

CARRIAGES

Can approach the park by Broadway and Seventh avenue. The Sixth avenue is passable, but not particularly pleasant above Forty-ninth street. The Fifth avenue is now being graded above Fifty-ninth street. If

not found to be open, carriages can cross to the Sixth avenue in front of St. Luke's Hospital (Fifty-fourth street), or on Fifty-seventh street. There is an entrance to the park on the Fifth avenue, about fifty feet north of Fifty-ninth street, which will not be obstructed by the grading of the avenue; and another on Fifty-ninth street near the Fifth avenue. The driving is good on the Third avenue, and carriages can cross from it to the park on Seventy-first, Seventy-ninth, and Eighty-sixth streets, without difficulty. From the Bloomingdale road (Broadway) carriages can cross to the park on Sixty-third, Seventy-first, Eighty-sixth, Ninety-third, and One Hundred and Tenth streets—indicated on the map by arrows. The Eighth avenue is passable for carriages as far as Sixty-seventh street (where there is a gate), and above Eighty-sixth street, but not between these streets.

The condition of the park will not be inviting for carriage travel during the coming season; and on account of the changes which it undergoes from week to week, no directions as to routes can be here given; but careful drivers can always get about without danger, by frequently inquiring their way. There are roads across the park at Seventy-second street and Ninety-third street—the latter is very soft in wet weather.

ON HORSEBACK.

Equestrians may go to the park by any of the routes pointed out for carriages, the Fifth avenue being the best in dry weather, from not being paved above Forty-eighth street; and the Seventh avenue in wet weather, from being paved to the park. Horses can usually get by the difficulties at Fifth avenue and Fifty-ninth street; or, if they cannot, they can cross at Fifty-seventh street to the

Sixth avenue, and thence go to the Seventh avenue gate. When once in the park, equestrians can go where they please, avoiding only gravel walks, new filling, marshy ground, and newly-covered drains (shown by long narrow mounds, six inches to one foot high), which are particularly dangerous. Persons taking Fifth avenue stages can conveniently supply themselves with horses; as Disbrow's Riding School is near the end of the route—Fifth avenue and Thirty-ninth street.

OBJECTS OF INTEREST.

In future editions of this work it is intended to specify all objects of interest in and about the park, as fast as the work is completed. At present there is little that is worthy of the especial notice of the mere pleasure-seeker, except "the Ramble," and McGowan's Hill, Eighth avenue and One Hundred and Sixth street; although those interested in rural construction will much enjoy an occasional tramp over the park, comparing it with the map, and watching the progress of the work.

THE RAMBLE.

Between the old Reservoir and the large lake, there is a hilly tract of about forty acres, most of which is completed, with gravel walks, shrubbery, etc. This portion of the grounds is now ready for public use, and its tasteful ornamentation argues well for the beauty of the whole park. The views by which these pages are embellished, were suggested by proposed effects in the Ramble. For a pleasant stroll in real country, a picnic on moss-covered rocks, or a convenient view of the work, the Ramble will be a great boon to the New Yorkers. At the west side of this tract there is a considerable natural cave or fissure

in the rocks, which is commended to the especial attention of children. The best approach to the Ramble is by the Third avenue cars to Seventy-first street, thence across to the park, following the McAdam road toward the Bell Tower (see K on the map) as far as the dam at the foot of the lake, and thence up the broad walk to the left. It may also be conveniently reached by the Seventy-ninth street entrance, crossing the cedar knoll back of the offices.

MCGOWAN'S HILL,

Including the most interesting part of the newly authorized addition to the park, is one of the most picturesque spots on the island. Not only is it fine in itself, but it commands a very extensive view, including Staten Island, the Palisades, Westchester County, Long Island Sound, and the hills of Long Island. It is the immediate locality of an old line of fortifications. It may be approached by the Third avenue and One Hundred and Ninth street, the best ascent to the hill being around on the Eighth avenue side, near One Hundred and Eighth street. It is the best convenient resort for parties desiring a "day in the country."

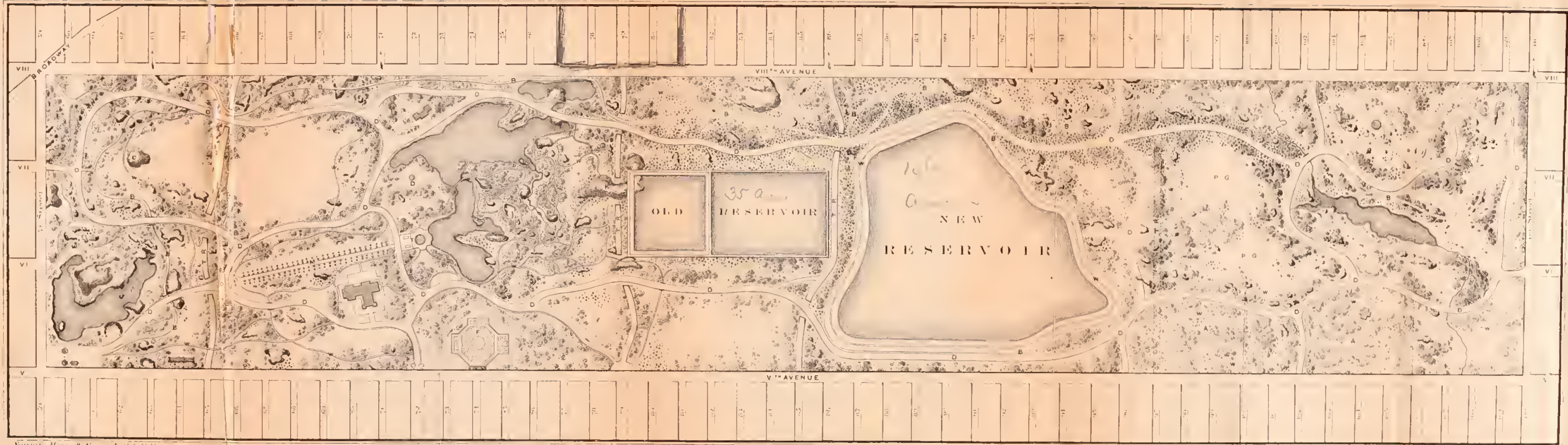
TREE PLANTING.

The Mall, which, by the way, comprises five acres of made soil three and a-half feet deep, is now being supplied with American elms of twenty years' growth. These trees are brought on trucks from an average distance of thirty miles; and the manner of planting them is, at least, interesting to horticulturists.

DRAINING.

Those who are interested in such matters will find, on the park, an example of the most approved system of

Manhattan
Square
MAP OF THE
ROADS WALKS ORNAMENTAL WATER etc etc OF THE CENTRAL PARK



B Bridle Road D Drive F Flower Garden M The Mall PG Play grounds T Terrace TR Transverse Roads W Walks The dotted lines (---) are those which are not definitely located on the ground

A Architecture

The walks and other minor details are not yet fully determined on and are only approximately represented in the plan

K Bell tower Rock

--- shows Street open to Broadway (Bloomington Road)

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